

10.0 PUBLIC MEETINGS
10.1 Public Meeting Number One

AGENDA
Environmental Assessment Public Meeting #1

Wednesday, June 22, 2005

7:00 PM to 9:00 PM

King Kaumuali'i Elementary School
Hanama`ulu, Hawaii

- 7:00 – 7:10 Welcome to Attendees
Introduction of County officials in attendance
Summary of the agenda for meeting
Introduction of Doug Haigh, County Project Manager
- 7:10 – 7:25 Presentation on Nawiliwili – Anahola Bike & Pedestrian
Path Project by Doug Haigh
Questions and answers
- 7:25 – 8:00 Introduction Merle Grimes, MDG, Inc LLC, team lead
Introduction of team and respective roles
Presentation on Ahukini-Lydate Bike & Pedestrian
Path Environmental Assessment project
Questions and answers
- 8:00 – 8:05 Small group exercise instructions
Break into 4 groups
Each group has one or more project team members
Groups provided with maps and colored markers
Assignment:
Mark **special and significant places in green**
Mark **preferred trail alignments in blue**
Mark **desired amenities and locations in red**
Use **post-it notes** to provide more detail
5 minute summary report to the
large group
- 8:05 – 8:40 Small groups meet to complete their assignments
- 8:40 – 9:00 Small group summary reports – 5 minutes max each
- 9:00 Next steps and brief closing remarks

AHUKINI-LYDGATE BIKE & PEDESTRIAN PATH

Environmental Assessment Public Meeting #1

Wednesday, June 22, 2005

7:00 PM to 9:00 PM

King Kaumualii Elementary School

MEETING NOTES

WELCOME AND MEETING OVERVIEW

Project Team Public Communications Consultant and meeting facilitator, Roxanne MacDougall opened the meeting and reviewed the agenda and objectives, which were:

- Provide information on the scope of the environmental assessment project
- Present a visual tour of the path corridor, with discussion on potential alignments
- Answer questions and receive public input on the project

OVERALL MULTI-USE PATH HISTORY AND BACKGROUND

Doug Haigh, Chief of the County Building Division and Project Manager for the Nawiliwili to Anahola Bike and Pedestrian Path Project provided background on the origins of the project. Details on this information may be found in the County of Kaua'i website, on a page devoted to the bike and pedestrian path project. The page address is www.kauai.gov/bikepath/asp.

AHUKINI-LYDGATE PATH PRESENTATION

Lead consultant, Merle Grimes, of Merle D. Grimes LLC, presented an extensive discussion of the options and issues related to this phase of the path. A PowerPoint slide show was used to provide a visual tour of the path corridor.

During the presentation, members of the consulting team provided additional information. Sara Simmons-Fife, Sweetgrass Design, described the complex permitting process required as part of the environmental assessment. Charles Fletcher, PhD, University of Hawaii coastal expert, discussed the causes of beach erosion and the possibilities available for a win/win solution that protects the golf course while providing a coastal path. He stressed that beach erosion can not be stopped, but it can be delayed and reduced by periodic replenishing of the dunes. Mike Dega, SCS Archeology, spoke about the historically and culturally significant sites along the ocean side path. There are numerous prehistoric sites, as well as plantation era sites. These would be protected and educational signage installed along the path.

QUESTIONS, ANSWERS AND COMMENTS:

Question from Attendee: If I started my own bicycle company, for the bike path, there are a lot of people out there who walk. Who takes precedence?

Doug Haigh (project manager for the County) answers: As people, we work it out. Signs tell the protocol.

Merle Grimes (team lead) answers: In Lydgate, the Federal funding is to reduce vehicular traffic. Bicycles are a major component of that. We design these at a standard that can accommodate a variety of uses. The path allows for walkers, joggers, cyclists which is the reason for the 10-12' path. Some neighborhoods require a 14' wide path. Sometimes we put a stripe down the middle to differentiate users.

Cyclists have every right to be on the path.

The etiquette, calls for cyclists first. Signage like at Lydgate indicates that when a cyclist is approaching a pedestrian or slower cyclist is to announce "on your right, passing on your left". Usually it just works out.

There are no national liability issues typically with mixed use path projects. Most paths are there for recreation. The highway cyclists who want to go fast are usually on the highways.

Comment from Attendee: Planning of this is wonderful, in the future more tourists will be in front of the Kauai Villas and the Radisson, there will be more of this, and wonder what the impact will be in the future, the hotels will be encouraging people to use the paths, not use the highway. This is a good thing.

Comment from Attendee: Liberta Aubau, Kamehameha will be building school at the edge of the golf course on Leho Drive, and the fourteen acre area confronting Aloha Beach hotel, there will be a commercial development by the Department of Hawaiian homes. Across the highway from the Correctional Facility all the way to the Wailua River there will be new homes planned. The first increment will be 200 homes in 2007. Will offer a copy of the plan.

MAP EXERCISE

After the presentation, and questions/answers, meeting participants gathered around a map of the corridor. They marked special places, preferred path alignments and amenities. They discussed their preferences with the consulting team.

CLOSE

Merle Grimes thanked the participants for their excellent feedback. The second public meeting will be held August 22, 2005 at the Lydgate Park Pavilion.

Ahukini-Lydgate Bike & Pedestrian Path Press Release

June 1, 2005

FOR IMMEDIATE RELEASE

Contact: Roxanne MacDougall 808-822-5798

Re: Ahukini-Lydgate Bike & Pedestrian Path Public Information Meeting #1

The first of three public information meetings for the Ahukini-Lydgate Bike/Pedestrian Path has been scheduled for June 22, 2005, at King Kaumuali'i Elementary School from 7:00 PM until 9:00 PM.

MDG, Inc. has been contracted by the County Department of Public Works to evaluate alternative alignments and prepare the environmental assessment for the shoreline bicycle and pedestrian path which will run from Ahukini Landing to the Kamalani Kai Bridge in Lydgate Park. This project is one segment of the overall plan to have a 16-mile coastal trail which will connect Nawiliwili Harbor with Anahola. The first phase, the Lydgate Bike & Pedestrian Path project, was designed by MDG, Inc.

The community is invited to attend this first meeting to learn about the project and to give input to the planning process. Meeting participants will learn about path alignment options, give feedback on their preferences and identify potential areas of concern.

The MDG team will create a section with the County website dedicated to providing information on the Ahukini-Lydgate project, as well as the overall bike path. Information on the website will be provided at Public Meeting # 1.

For more information, contact Public Communication Project Consultant Roxanne MacDougall at 822-5798.

(see attached overview and background article about the Nawiliwili – Anahola project)

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The following information was published for the County of Kauai Path website and was posted on June 21, 2005.



Nawiliwili to Anahola Bike/Pedestrian Path

In 1994, the Hawai`i Department of Transportation completed a statewide master plan. Based on public input at community meetings on Kaua`i, a 16-mile coastal bike and pedestrian trail from Nawiliwili to Anahola was included in the plan.

In 1999, with the impetus of the Lydgate Park Master Plan and with active support from Mayor Marianne Kusaka, the County was able to secure \$2.6 million of Federal Highway Administration funds for the first section of the trail. County funding and volunteer labor for the bridge construction provided a match for Federal funds. After completion of the project, the County was reimbursed for almost all of the costs.

This 2.5 mile, 10-foot wide concrete path runs from the Wailua River to the Kamalani Kai Bridge. In conjunction with this phase of the overall path project, additional amenities were added: landscaping, a campground, refurbishing of an old restroom facility, new restrooms with showers, and an arts pavilion. All are linked by the path and are key elements of the overall plan for expanding Lydgate Park.

Also in 1999, then Councilmember Bryan Baptiste chaired public meetings to get input for planning the coastal trail. The path was named Ala Hele Makalae, "the path to walk or to go along the coast". An advisory group was formed and continues to meet. Today, Mayor Baptiste is a strong advocate for the project. The overall goals for the Nawilwili to Anahola bike/pedestrian path are:

- Protect shoreline access for residents and visitors, including those with mobility impairments.
- Promote health and fitness.
- Enhance access to culturally significant areas.
- Preserve historic railroad corridors.
- Provide alternative transport routes.

In 2001, Kealia Makai Holdings, with Justin Hughes as manager, dedicated 7.23 acres of Kealia Beach lands to the County of Kaua`i, for the purposes of creating a public park. The County budgeted \$75,000 in Capital Improvement Funds for the bike/pedestrian path.

In 2002 the Kealia Makai Property Owners Association, with Tom McCloskey as manager, dedicated 59 acres along the old cane road from Kealia Beach to Ahihi Point near what is known as "Donkey Beach". The County received a \$200,000 HUD grant for the planning of the Kapaa-Kealia path, with the support of Senator Daniel Inouye.

These land donations were valued at \$7.4 million and used in 2003 as a “soft match” for the approval of Federal Highway Administration (FHWA) funding for the entire trail. A soft match is the contribution a county makes to the overall cost of a project, which gives the government the incentive to then make federal funds available. The contributions may be in the form of land donations or community labor, as in the building of the Kamalani Kai bridge. The value of these donated lands were critical in giving impetus and funding to Kaua`i’s coastal trail project.

Also in 2003, FHWA approved a \$10 million budget for the Kapa`a to Kealia section of the trail and \$250,000 for the Lydgate to Kapa`a environmental assessment. In 2004, FHWA approved \$500,000 for the Ahukini Landing to Lydgate Park environmental assessment

FHWA provides what are called “Transportation Enhancement Funds”. These funds are to be used for providing facilities for pedestrians and bicycles, safety and educational activities for pedestrians and cyclists, acquisition of scenic easements and scenic or historic sites, scenic/historic highway programs, landscaping and historic preservation. The Nawiliwili to Anahole Bike/Pedestrian Path fits exactly into this category of federal funds. In addition, FHWA provides congestion mitigation and air quality improvement program funding.

The federal funds provided to the Kaua`i project are designated specifically for bike/pedestrian trails. They can not be used for other highway related needs. The County does not have the discretion to use these funds for any other purpose. The total cost of the entire trail system is anticipated to be in the range of \$30 million. This cost is based on the need for each segment of the trail to have an environmental assessment phase and a design/build phase. Each requires the expertise of numerous professionals in the fields of environmental science, Hawaiian culture, archeology, engineering, construction, bridge design, public communications and the complex permitting process. Kaua`i is fortunate to be among the communities selected to receive these targeted federal funds.

The County of Kaua`i will contribute capital improvement funds where needed and when available. It will also fund the on-going maintenance of the path system through the budget of the Parks Department. Design and construction specifications are for a highly cost-effective, low-maintenance path and related improvements.

The Kaua`i Coastal Path will be completed in **six sections**, each of which will require its own **environmental assessment report process** and **design/build process**, both offering a series of three public meetings. Therefore, **each section of the trail will have a total of six public meetings** during its development.

The environmental assessment project team will include public feedback in their research to determine **three alternate alignments** and amenities for the path. The County will then decide which recommendation to accept. It will hire a **design/build project team to finish the design and complete the construction**, also with public education and input.

Phase I, 2.5 miles through Lydgate Park, is now completed and being enjoyed by residents and visitors.

Phase II will run from Lihi Boat Ramp in Kapa`a to Ahihi Point at Kuna Bay, or Donkey Beach. This 4.3 mile stretch will include the improvement of the existing cane haul bridge and cane road, as well as addition of an equestrian trail from Kealia Beach to Kuna Bay. The environmental assessment has been completed, the County has selected an alignment option and the contract has been awarded for the design/build, which is expected to be completed in 2006 or early 2007. This section includes the improvement or replacement of four bridges.

Phase III will run 2 miles from Lydgate Park to Lihi Boat Ramp in Kapa`a. The environmental assessment is in process. Construction and land acquisition funds have been allocated for fiscal year 2005-2006. The design/build team has not yet been selected.

Phase IV covers 4 miles from Ahukini Landing to Lydgate Park. The environmental assessment process began in May 2005 and is expected to be completed by year end. Construction and land acquisition funds have been allocated for fiscal year 2005-2007. This section of the trail will include Hanama`ulu Beach Park, open lands between the park and the Radisson, and the Wailua Golf Course. The recommended alignments will be greatly dictated by the geographic features and terrain along the coast.

Phase V will be the 3 miles from Kuna Bay to Anahola. An environmental assessment will begin in 2005, with construction projected for 2006.

Phase VI will connect the path from Ahukini to Nawiliwili, 8 miles, the longest stretch of the overall project. The environmental assessment will begin 2006 and construction is projected for 2008.

The Nawiliwili to Anahola Bike/Pedestrian Path will be one-of-a-kind, not only in Hawaii, but throughout the world. It will provide coastal access, in compliance with the Americans with Disabilities Act and will offer scenic views, picnic pavilions and restroom facilities all along the way. It will be a treasure that Kaua`i residents and visitors will be able to enjoy for many years to come.

10.2 Public Meeting Number Two

AHUKINI-LYDGATE BIKE & PEDESTRIAN PATH

Environmental Assessment Public Meeting #2

Monday, August 22, 2005
7:00 PM to 9:00 PM
Lydgate Park Pavillion

MEETING NOTES

NOTE: THIS EVENT WAS FILMED BY HOIKE PUBLIC TELEVISION AND WILL BE AIRED ON CHANNEL 52.

WELCOME AND MEETING OVERVIEW

Project Team Public Communications Consultant and meeting facilitator, Roxanne MacDougall opened the meeting and reviewed the agenda and objectives, which were:

- Provide information on potential path alignments
- Answer questions and receive input on proposed or new alignments, significant places and desired path amenities.

OVERALL MULTI-USE PATH HISTORY AND BACKGROUND

Doug Haigh, Chief of the County Building Division and Project Manager for the Nawiliwili to Anahola Bike and Pedestrian Path Project provided background on the origins of the project. Details on this information may be found in the County of Kaua'i website, on a page devoted to the bike and pedestrian path project. The page address is www.kauai.gov/bikepath/asp.

AHUKINI-LYDGATE PATH PRESENTATION

Lead consultant, Merle Grimes, of Merle D. Grimes LLC, presented an extensive discussion of the options and issues related to this phase of the path. A PowerPoint slide show was used to illustrate the geography and simulate various ways the path might be designed. Six maps were taped to tables, so that participants could look at them and write comments during the presentation.

Several path alignment options were discussed, including:

- A totally coastal pathway, running from Ahukini Landing to the Kamalani Kai Bridge, along the ocean. This option will require beach restoration along the Wailua Golf Course, where erosion is a major problem.
- A route that moves inland to go around the golf course along the highway.
- A route that partially goes along the ocean side of the golf course and also goes along the highway, with a tunnel to move pedestrians and cyclists across the golf course, with minimal disturbance to golfers.
- A route that avoids the golf course entirely by going mauka of the highway.

During the presentation, four members of the consulting team provided additional information. Sara Simmons-Fife, Sweetgrass Design, described the complex permitting process requires as part of the environmental assessment. Charles Fletcher, PhD, University of Hawaii coastal expert, discussed the causes of beach erosion and the possibilities available for a win/win solution that protects the golf course while providing a coastal path. He stressed that beach erosion can not be stopped, but it can be delayed and reduced by periodic replenishing of the dunes.

Frank Sullivan, golf course designer, spoke about the use of tunnels in golf courses. He has implemented a tunnel at Pua Kea golf course.

Mike Dega, SCS Archeology, spoke about the historically and culturally significant sites along the ocean side path. There are numerous prehistoric sites, as well as plantation era sites. These would be protected and educational signage installed along the path.

Merle Grimes concluded the presentation, with a summation of the options. He then opened the floor to questions, answers and comments.

QUESTIONS, ANSWERS AND COMMENTS:

- C- If we don't restore the dunes, we will lose part of the golf course. This is the simple fact that we must recognize. We don't have a choice.
- Q - What about the moving of boulders. Several years ago, the county had issues with
- A - We will not be moving existing boulders. They will be buried in the sand.
- Q - What are the options for connecting with the Kamalani Kai Bridge? Can we consider a cable bridge? What about the wheel chair area?
- A - We are intending to design a bridge compatible with the existing bridge. We can consider a cable bridge and will ensure wheelchair access.
- C - Please make the path accessible with dogs, and horses if possible. Allow dogs on leashes so people have a place to walk their dogs.
- C - The Kapaa Business Association is in support of the path. The speaker had some concerns about putting the path along the golf course lower to the beach, in order not to block the view from the golf course. The tunnel is better than going along the dunes. There are safety issues with people potentially getting hit by golf balls. The fence and protection takes away golfers' view of the ocean. This is one of the top public golf courses in the country. We don't want to hurt this position.
- C - I prefer the coastal route. I also prefer that you keep the signs low to the ground so they don't intrude upon the views and environment.

- Q - Why would you consider any non-coastal options? Other options are not for pedestrians and not true to the “Beach access forever” slogan. Also, the county is overwhelmed now. How will they handle litter, vandals, unauthorized vehicles, etc? Will there be a ranger?
- A - A maintenance plan will be included with the environmental assessment. It is difficult to determine costs until the path alignment is selected. The issues you raise will be explored with County officials. Vehicles can be locked out. Other communities have formed non-profits to support the maintenance, safety and enjoyment of the pathways. Kaua`i could consider such a model.
- C - “Undesirables” will be on and around the path at night, making it unsafe. It is hard to stop them.

Comment submitted in writing at the end of the meeting:

New TEA funding just passed. More money for cycle/pedestrian projects comes down to the state DOT in the millions. Use that money for the Kapule/Kuhio Highway cycle/pedestrian improvements later (make the State DOT accountable). Use this money, the current TEA funds, for the coastal path.

SMALL GROUP EXERCISE

The participants were asked to break into small groups. Each group had one or more project team members with them. The groups worked with the black and white area maps taped to the tables. They were given colored markers. Their assignment:

- Mark special and significant places in green
- Mark preferred trail alignments in blue
- Mark desired amenities and locations in red
- Use post-it notes to provide more detail

There was active participation and a wealth of feedback provided. The consultants collected all maps and will process the feedback provided.

FINAL UNOFFICIAL “STRAW” VOTE

To get a sense of where people were in their preferences at the end of the meeting, the audience was polled on their choice of path options. The results were:

- Coast path only - 27 votes
- Tunnel options - 4 votes
- All highway option - 0 votes
- Mauka option - 0 votes.

CLOSE

Merle Grimes thanked the participants for their excellent feedback. The third and final meeting will be held in the late fall/early winter. The date will be announced through multiple media, including the web page www.kauai.gov/bikepath.aspx.

Ahukini-Lydgate Bike & Pedestrian Path

August 1, 2005

FOR IMMEDIATE RELEASE

Contact: Roxanne MacDougall 808-822-5798

Re: Ahukini-Lydgate Bike & Pedestrian Path Public Information Meeting #2

The second of three public information meetings for the Ahukini-Lydgate Bike & Pedestrian Path has been scheduled for **Monday, August 22, 2005, at the Lydgate Park Pavilion from 7:00 PM until 9:00 PM.**

Merle D. Grimes, LLC. has been contracted by the County Department of Public Works to evaluate alternative alignments and prepare the environmental assessment for the shoreline bicycle and pedestrian path which will run from Ahukini Landing to the Kamalani Kai Bridge in Lydgate Park. This project is one segment of the overall plan to have a 16-mile coastal trail which will connect Nawiliwili Harbor with Anahola. The first phase, the Lydgate Bike & Pedestrian Path project, was designed by MDG, Inc.

Meeting #1 was held June 22, 2005 from 7:00 PM to 9:00 PM at King Kaumual'i Elementary School. It provided an overview of the Ahukini-Lydgate project, as well as a visual tour of the general route of this segment of the path. Participants shared information on preferred path alignments, desired amenities, and significant places.

Meeting #2 will also offer an overview of the Ahukini to Lydgate environmental assessment project, for those who missed Meeting #1. Consultants will provide more specific information on their research for potential path alignments. Meeting participants will be invited to ask questions, and to give input on their preferences and concerns.

The Planning Team has created a page in the County website dedicated to providing information on the Ahukini-Lydgate project, as well as the overall bike path. It currently contains an overview of the Nawiliwili-Anahola path project. As meeting notes and other documents are created, they will be posted on the web page. The web address is www.kauai.gov/bikepath.aspx.

For more information, contact Public Communication Project Consultant Roxanne MacDougall at 822-5798.